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THE GEOGRAPHICAL EVOLUTION OF LABRADOR.

BY

A. S. PACKARD.

JUNE 24th, 1497, a year before Columbus discovered the American continent, the crew of a little vessel, the "Matthew," bound from Bristol on a voyage of discovery to ascertain the shortest line from England to Cathay, sighted land. The vessel was under the command of John Cabot, who was accompanied by his son Sebastian, a lad still under age, perhaps but nineteen or twenty years old. Sebastian kept the ship's log; but the narratives of this, as well as his other voyages, have been lost.

The land was called "Prima vista," and it was believed by Biddle and Humboldt, as well as Kohl and others, that this region which the Cabots first saw was the coast of Labrador in 56° or 58° north latitude. While the narrative of this momentous voyage has been lost, a map of the world ascribed to Sebastian Cabot, and engraved in 1549, contained an inscription, of which we will copy an extract translated in Hakluyt's *Voyages* (iii. 27).

In the yeere of our Lord 1497, Iohn Cabot, a Venetian, and his sonne Sebastian (with an English fleet set out from Bristoll) discouered that land which no man before that time had attempted, on the 24 of Iune about fve of the clocke early in the morning. This land he called Prima vista, that is to say, First seene, because as I suppose it was that part whereof they had the first sight from sea. That Island which lieth out before the land, he called the Island of S. Iohn vpon this occasion, as I thinke, because it was discouered vpon the day of Iohn the Baptist.

The inhabitants of this Island vse to weare beast skinner, and haue them in as great estimation as we haue our finest garments. In their warres they vse bowes, arrowes, pikes, darts, wooden clubs and slings. The soile is barren in some places, and yeildeth little fruit, but it is full of white beares, and stagges farre greater than ours." p. 27.

Kohl seems fully persuaded that the landfall of John Cabot was Labrador, because of the presence of white bears.* But if the inscription and map are genuine, the description of the inhabitants of the island, both men and beasts, would better apply to those of the eastern or southern coast of Newfoundland. The human beings were more probably red Indians than Eskimo. On the Labrador coast the soil is "barren" in all places, while the "stagges far greater than ours" may have been the moose, which then abounded and still exists in Newfoundland, and must have been rare, if it ever lived, on the coast of Labrador. Moreover the "white bears" spoken of as being so abundant may have been a white variety of the black bear, or perhaps the "barren ground" pale bear of Sir John Richardson may have been frequent in Newfoundland. It appears to have been of smaller size than the brown bear of Europe, because in Parmenius' account of Newfoundland, published in 1583, it is said, "Beares also appear about the fishers' stage of the countrey, and are sometimes killed, but they seeme to be white, as I conjectured by their skinner, and somewhat lesse than ours" (Hakluyt).

On the other hand, the true white or polar bear may have frequently visited the eastern coast of Newfoundland, as it formerly abounded on the Labrador coast.

Moreover, nothing is said in the inscription of any

* "This agrees much better with the coast of Labrador than with that of Newfoundland, to which the white bears very seldom, if ever, come down." p. 133.

ice, which at that date, the 24th of June, so abounds from the Straits of Belle Isle northward to the polar regions. Besides, if we contrast the account of this voyage of the two Cabots in 1497, with that of the younger Cabot the following year, it seems plain that John Cabot's "Prima vista" was Newfoundland rather than Labrador.*

In May, 1498, Sebastian Cabot, under license of Henry VII., in command of two ships, manned with three hundred mariners and volunteers, again sailed to the north-west in search of Cathay. Kohl says: "We have no certain information regarding his route. But he appears to have directed his course again to the country which he had seen the year before on the voyage with his father, our present Labrador." Farther on he remarks: "The Portuguese Galvano, also one of the original and contemporary authorities on Cabot's voyage of 1498, says, that having reached 60° north latitude, he and his men found the air very cold, and great islands of ice, and from thence putting about and finding the land to turn eastward, they trended along by it, to see if it passed on the other side. Then they sailed back again to the south."

From this and other statements by Humboldt and D'Avezac, Kohl concludes that "Cabot in 1498, without doubt, sailed along the coast of Labrador and the western shores of Davis' Strait. Finally, after a struggle with the ice off the Cumberland peninsula in 67½° north latitude, where he probably lost a number of his men, he abandoned any further advance. He then retraced

* According to John Dean, LL.D., in the *Critical History of America*, vol. iii., John Cabot's landfall was the northern part of Cape Breton Island.

his course southward along the coast of Labrador, and probably came to anchor in some bay on the eastern coast of Newfoundland, where he rested his men and repaired the damage done to his vessels by the Arctic ice. His vessel was probably the forerunner of the fleet of English, Portuguese, Basque, French and Spanish fishermen which in the next two centuries visited those shores; opening to the old world a source of revenue more available than the fabled wealth of Cathay.

Still, dreams of the Indies led Cabot on southward, past Newfoundland, past Nova Scotia, along the New England shores, and probably southward near Cape Hatteras, with the hope of finding a direct passage to the East.

Although on their return from their first voyage of 1497, the Cabots believed that the land they had discovered was some part of Asia, to them must be given the credit of beholding the American continent before Columbus; while, with little or no doubt Sebastian Cabot beheld in July, 1498, the mainland of Labrador, for, says Hakluyt, "Columbus first saw the firme lande, August 1, 1498."*

English seamen, then, were the first to reveal to a world which had forgotten the deeds of the Norsemen the north-eastern shores of our continent, and to carry to Europe the news of the wealth of life in the seas of Newfoundland and the Bay of St. Lawrence.

The Cabots were of Italian origin, though Sebastian was born in Bristol. The English did not immediately follow up their discoveries, for the next explorer who ventured near if not within sight of the Labrador coast

* Kohl, p. 131, foot note.

was a Portuguese, Cortereal, who was commissioned by Emanuel the Great of Portugal, the same enterprising monarch who had previously sent out Vasco de Gama on his voyage around the Cape of Good Hope.

Cortereal sailed from Lisbon in the year 1500. His landfall was Newfoundland near Cape Race, or northward at Conception Bay. From this point he sailed northward, and probably discovered Greenland. He then came to the mouth of a river called by him "Rio nevado," which is supposed to have been near the latitude of Hudson's Strait. Here he is said to have been stopped by ice. He then sailed southward, resting on the east coast of Newfoundland, before returning to Lisbon.

The next year Cortereal returned to Newfoundland. He was unable to reach the northern regions on account of the ice, which was more abundant than the year before. On his return his vessel and all aboard foundered, the companion ship reaching Lisbon. The land Cortereal visited was mapped on a Portuguese Chart in 1504, and was called Terra de Cortte Reall." Kohl claims that "the configuration of the coasts, and the names written upon them prove, that parts of Newfoundland and of our present Labrador are the regions intended."

As yet the knowledge of Labrador was in embryo, Labrador and Newfoundland being a nebulous mass. In a Portuguese map of 1520, nevertheless, we have the name of "Lavrador," which however was applied to Greenland, while the Labrador coast and Newfoundland were confounded, and given the name "Bacalhaos."

But yet it is to the Portuguese that we owe the name

countries, and having seen the aborigines, who appeared so well qualified for labor, thought he had found a new slave-coast like that which he owned in Africa; and dreamed of the tall masts which he would cut, and the men-of-war which he would build, from the forests of the country of the Cortereals."

The word Labrador is a Portuguese and Spanish word for laborer. On a photograph of a Mexican field-hand or peon, ploughing in a field which we lately purchased in Mexico, is written "Labrador." In a recent book on Cuba the author thus speaks of a wealthy Cuban planter: "He is, by his own account, a *Hijo de Labrador* (laborer's son) from Alava, in the Basque Provinces.* Cortereal's land was thus the "laborer's land," whence it was hoped slave laborers might be exported to the Portuguese colonies.

The Portuguese also, as is well known, applied to Newfoundland the name Bacalhaos which means dried codfish or stockfish.

As the result of Cortereal's voyage the Portuguese fishermen through the rest of the 16th century habitually visited the shores and banks of Newfoundland, and undoubtedly were more or less familiar with the Labrador coast, for Scandinavian authors report their presence on the Greenland coast. (Kohl, p. 190.)

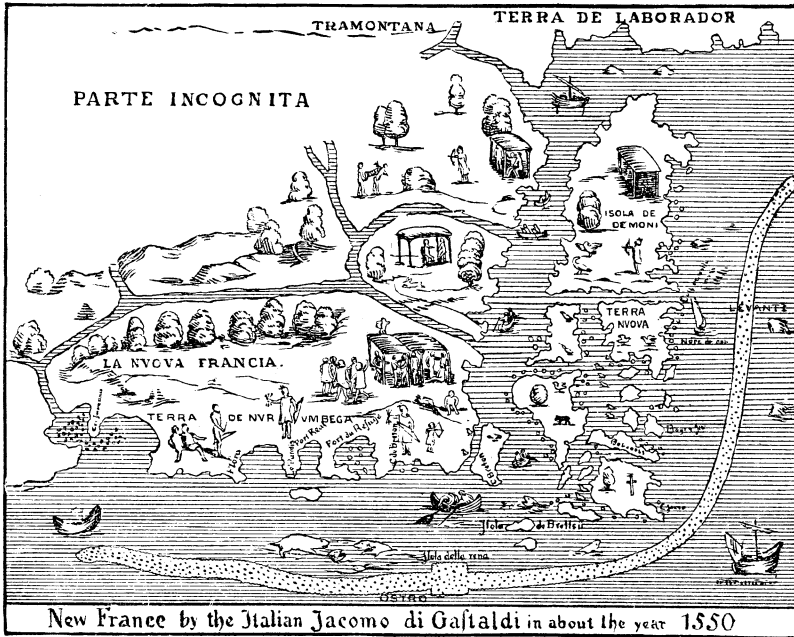
In a foot-note to p. 197 of his "Pioneers of France in the New World" Mr. Parkman remarks: Labrador — *Laboratoris Terra*—is so-called from the circumstance that Cortereal in the year 1500 stole thence a cargo of Indians for slaves. That the "Indians" were captured on the Labrador coast, however, appears to be an inexact statement. There were probably then no red Indians or timber on the Labrador coast, but Cortereal must have entrapped them in Newfoundland or some place southward. Kohl [p. 169] tells us that "these Aborigines, captured according to the custom of the explorers of that day, are described, by an eye-witness who saw

* A. Gallenga. The Pearl of the Antilles, p. 100. 1874.

them in Lisbon, as tall, well built, and admirably fit for labor. We infer from this statement, that they were not Esquimaux from the coast of Labrador, but Indians of the Micmac tribe, inhabitants of Newfoundland and Nova Scotia." The editor of Kohl's work adds a quotation from the Venetian Pasqualigo, who says: "His serene majesty contemplates deriving great advantage from the country not only on account of the timber, of which he has occasion, but of the inhabitants, who are admirably calculated for labor, and are the best slaves I have ever seen."

The path opened by Sebastian Cabot was not only trod by Portuguese, but the Spanish,* Basques, French,

II.



(Bretons and Normans), and English, frequented the rich fishing banks of Newfoundland, and with little

* "The voyage of Estevan Gomez produced in Spain the same effect which those of the Cabots, of Cortereal, and of the men from Normandy and Brittany had produced in England, Portugal, and France—it conducted the Spaniards to the north-western fisheries." (Henry Hudson, by Ashler, Hakluyt Soc. p. xcix.)

doubt visited the Gulf of St. Lawrence and the southern coast of Labrador. Their discoveries were perhaps recorded in Gastaldi's map.

Labrador first became clearly differentiated from Newfoundland by Jacques Cartier. To him we owe the discovery of the Strait of Belle Isle; of Belle Isle, the *Isola De' Demoni* of earlier voyages; of Chateau Bay and other points on the Gulf coast of Labrador.

Sailing from St. Malo the 20th of April, 1534, he arrived May 10th on the eastern coast of Newfoundland, near Cape Buonavista. From this cape, Cartier pushed northward until he came to what is now called Fogo Island, which was one of the resorts of the great auk, or "penguin" of the early explorers. But we will let Cartier describe the scene which met his eyes in his own words translated by Hakluyt:

From "The first Relation of Iaquies Carthier of S. Malo, of the new land called New France, newly discovered in the yere of our Lord 1534."

"Vpon the 21 of May the winde being in the West, we hoised saile, and sailed toward North and by East from the Cape of Buona Vista vntil we came to the Island of Birds, which was enuironed about with a banke of ice but broken and crackt: notwithstanding the sayd banke, our two boats went thither to take in some birds, whereof there is such plenty, that vnlesse a man did see them, he would thinke it an incredible thing: for albeit the Island (which containeth about a league in circuit) be so full of them, that they seeme to have bene brought thither, and sowed for the nonce, yet are there an hundred folde as many hovering about it as within; some of the which are as big as iayes, blacke and white, with beaks like vnto crows: they lie alwayes vpon the sea; they cannot flie very high, because their wings are so little, and no bigger than halfe ones hand, yet do they flie as swiftly as any birds of the aire leuell to the water; they are also exceeding fat; we named them Aporath. In lesse then halfe an houre we filled two boats full of them, as if they had bene with stones: so that besides them which we did eat fresh, eury ship did powder and salt five or sixe barreles full of them.

"Besides these, there is another kinde of birds which houer in the aire, and ouer the sea, lesser then the others; and these doe all gather themselves together in the Island, and put themselves vnder the wings of other birds that are greater:

these are named Godetz. There are also of another sort but bigger, and white, which bite even as dogs : those we named Margaulx.

“ And albeit the sayd Island be 14 leagues from the maine land, notwithstanding beares come swimming thither to eat of the sayd birds : and our men found one there as great as any cow, and as white as any swan, who in their presence leapt into the sea ; and vpon Whitsun mvnday (following our voyage toward the land) we met her by the way, swimming toward land as swiftly as we could saile. So soone as we saw her, we persued her with our boats, and by maine strength tooke her, whose flesh was as good to be eaten as the flesh of a calfe of two yeres olde.”

Cartier then sailed north, entered the Strait of Belle Isle, anchoring at Blanc Sablon, still a settlement east of Bradore Bay.

“ White Sand [Blanch Sablon] is a road in the which there is no place guarded from the south, nor south-east. But towards south-south-west from the saide road there are two Ilands, one of the which is called Brest Island, and the other the Iland of Birds, in which there is great store of Godetz, and crows with red beaks and red feete : they make their nests in holes vnder the ground euen as conies.”

The great French navigator harbored in the ancient port of Brest, near these islands, the “ Iland of Birds,” being the present Parroquet island, fifteen miles eastward of the mouth of Esquimaux river.

Our voyager then coasted along these forbidding shores to St. James river, where he first saw the natives : “ they weare their haire tied on the top like a wreath of hay.” . . . they paint themselves with certain Roan colors ; their boates are made of the barke of birch trees, with the which they fish and take great store of seales, and as farre as we could vnderstand since our comming thither, that is not their habitation, but they come from the maine land out of hotter countries, to catch the saide seals and other necessities for their liuing.” These red men must have been the Mountaineer Indians, which still come down to the coast from the warmer interior each summer to fish for seal. Cartier makes no mention of the Eskimo, who would undoubtedly have been encountered if their roving bands

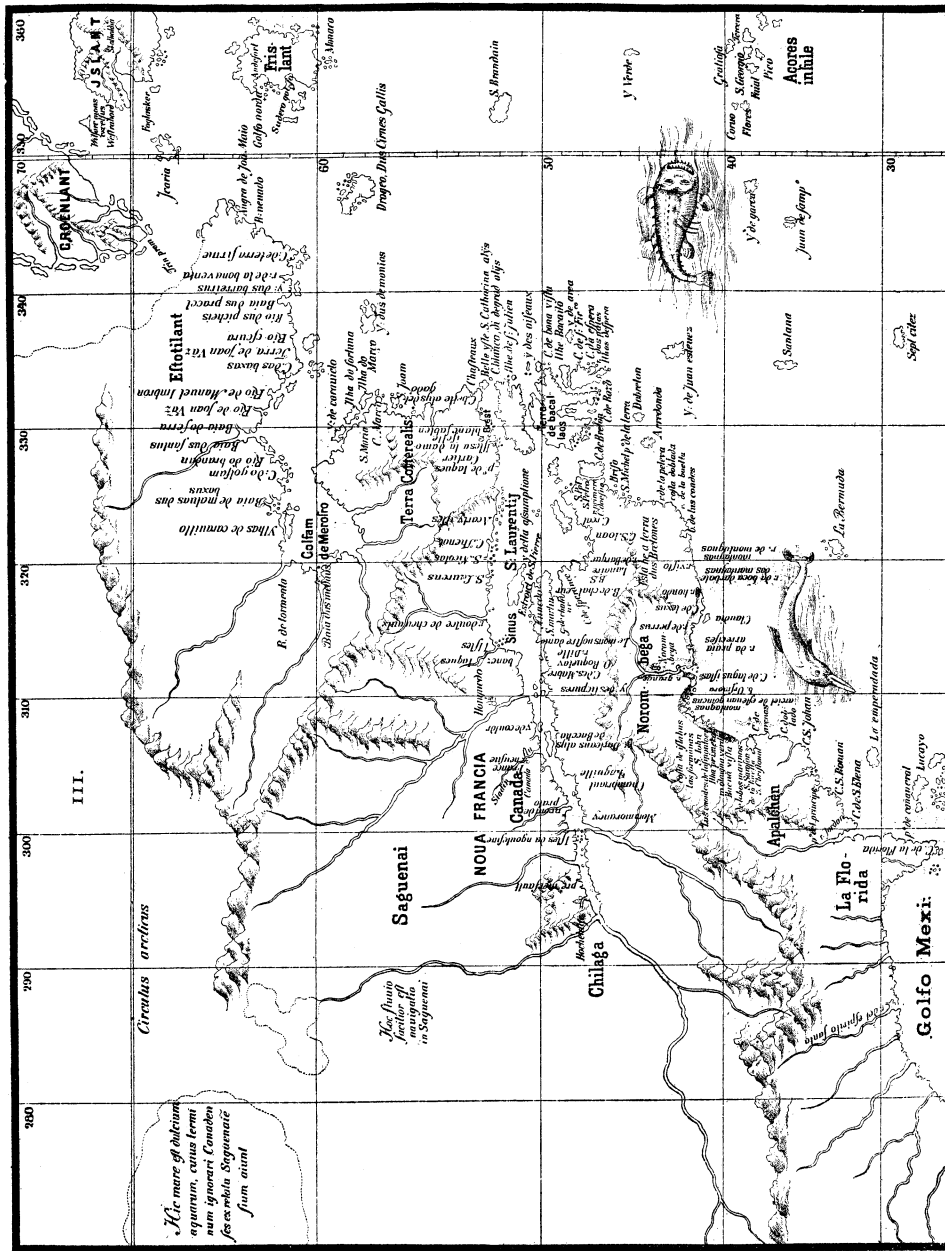
had been living on the coast from Chateau Bay to the Seven Isles, which he so carefully explored.

This coast appeared to Cartier so disagreeable, unproductive, and barren, that he exclaimed, "It ought to be the country which God had given to Cain." So he crossed the Strait of Belle Isle, sailed over to Newfoundland, coasted that island to Cape Anguille, which he reached on the 24th of June. From there he sailed over to the Magdalen islands, to the Bird rocks (Isles aux Margaulx), thence to Prince Edward's Island, thence to Miramichi, afterward to Gaspé Bay, and coasted Anticosti, crossing over again to near and within sight of the Mingan Islands. Not on this voyage discovering the river St. Lawrence, he finally turned homewards, coasting along the Labrador shore, touching at Cape Tiennot, now called Cape Montjoli. Thence he returned to France through the Strait of Belle Isle.

The next year Cartier returned, sailing again through the Strait of Belle Isle; and, coasting along the southern shores of Labrador, discovered the River St. Lawrence.

On his third voyage, Cartier entered the Gulf of St. Lawrence, passing in between Newfoundland and Cape Breton, thus for the first time demonstrating that Newfoundland was an island and not a part of the continent.

The next step in the geographical evolution of Labrador is seen in Mercator's great map of 1569. Kohl tells us that for the compilation of this map Mercator had collected many printed and manuscript maps and charts, and many reports of voyages of discovery. "But," says Kohl, "the best portion of Mercator's work, and a real and valuable improvement upon all former maps, is his delineation of the large peninsula of Labrador, lying



East - Coast of North - America from the Map of the World of G. Mercator, Duisburg 1569.

south-west of Greenland. On all former maps, that region was ill-shapen and most incorrectly drawn. But here, under the name of 'Terra Corterealis,' it receives its proper shape, with a full and just development, which had not been given to it on any map prior to 1569. He makes its eastern coast run south-east and north-west, as it really does from about 53° to 60° N. In the north he plainly shows the narrow entrance of Hudson's Strait, and at the west of it a large gulf, called by him 'Golfam de Merosro.' This remarkable gulf may be an indication of either Hudson's Bay or only the Bay of Ungava. I think that the latter was meant; first, because the 'Gulf of Merosro' has the longitude of the mouth of the River St. Lawrence, which is also the longitude of the Bay of Ungava; second, because the said gulf is represented as closed in the west. The western coast of the Bay of Ungava runs high up to the north, where Hudson's Strait is often filled with ice. This may have led the unknown discoverers, the informants of Mercator, to suppose that it was closed in the west. If they had looked round Cape Wolstenholm into Hudson's Bay, they would have perceived a broad bay and open water before them.

"Mercator does not indicate, so far as I know, the sources from which he derived these remarkable improvements for his chart, which were not known by Homem in 1558, and of which there are only slight indications on the Cabot map of 1544. He adopts the Portuguese names for his 'Terra Corterealis,' namely, 'Golfam de Merosro,' 'Y. dus Demonios,' 'Cabo Marco,' 'Ilha da Fortuna,' 'Baia dus Medaus,' 'Rio de Tormenta,' 'Ylhas de Caravillo,' 'Baia de Malvas,' etc. Some of

the names are not new, but had been long known, though not always put in the same position. We know of no official Portuguese exploring expedition made to these regions between the time of Homem (1558) and Mercator (1569); and therefore the suggestions of Dr. Asher, for the solution of this problem, have a high degree of probability. He says:* 'The Portuguese fishermen continued their surveys of the northern coasts,' commenced by Gaspar Cortereal in 1500, 'most likely for no other purpose than to discover advantageous fisheries. They seem to have advanced slowly, step by step, first along the shores of Newfoundland, then up to the mouth of Hudson's Strait, then through that Strait, and at last into Hudson's Bay,' or, as I think, into Ungava Bay. 'With a certain number of ancient maps, ranging from 1529 to 1570 before us, we can trace this progress step by step. In 1544,' the time of Cabot's map, 'the Portuguese seem not yet to have reached the mouth of the Strait; and in 1570,' or, as I think, 1569, the date of our Mercator's map,† 'they have reached the bay,' Hudson's, or at least Ungava Bay, 'We can, therefore, state with the greatest certainty, that Hudson's Bay,' Hudson's Strait as far as Ungava Bay, . . . 'had been discovered before the publication of Ortelius's atlas, which took place in 1570,' or, better, before the publication of Mercator's chart, which took place in 1569. 'But we are not equally certain, that the discovery falls within the years 1558 to 1570,' or, better, 1569, 'because we have only the negative evidence of Diego Homem's

* See G. M. Asher's *Henry Hudson*, Introduction, p. xcvi., London, 1860.

† Dr. Asher does not mention Mercator's map of 1569. He had before him the map of Ortelius of 1570, who was only a follower and copyist of Mercator, but adopted his views.

chart to support the latter assertion. The fact itself is, however, probable enough.'"

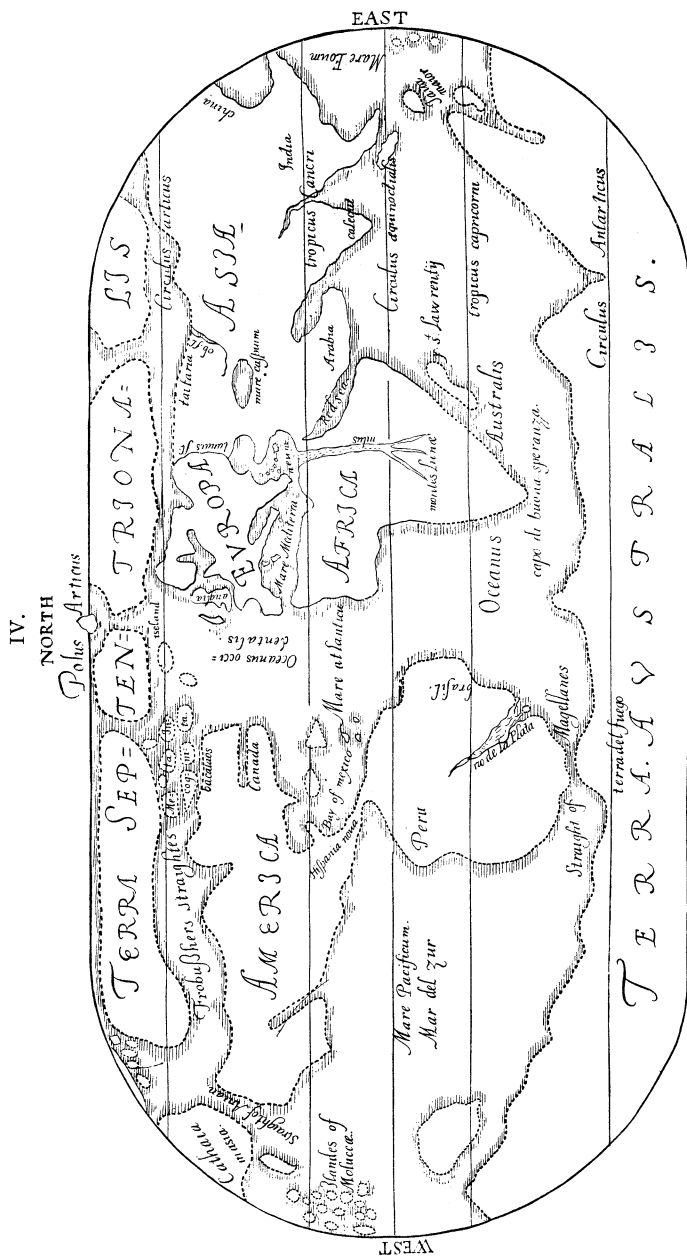
To the English navigators of the 16th and 17th centuries succeeding Cartier, we owe the next step in our knowledge of the geography of the Labrador peninsula.

In 1577 Master Martin Frobisher sighted the coast of Northern Labrador, which he called "Frisland," using a word which frequently appears in the early charts. The point he first sighted was probably north of 58°, for after coasting four days along the coast for perhaps a distance of nearly two hundred miles, a voyage of eight days, between the 8th and 16th of July, would carry him to Frobisher's Strait. Moreover his description of the coast applies well to the northern extremity of Labrador beyond Hopedale and Okkak.

The narrative reads thus:

"The 4. of Iuly we came within the making of Frisland. From this shoare 10. or 12. leagues, we met great Islands of yce, of halfe a mile, some more, some lesse in compasse, shewing above the sea, 30. or 40. fathoms, and as we supposed fast on ground, where with our lead we could scarce sound the bottom for depth.

"Here in place of odoriferous and fragrant smels of sweete gums, and pleasant notes of muscicall birdes, which other Countreys in more temperate Zones do yeeld, wee tasted the most boisterous Boreal blasts mixt with snow and haile, in the moneths of Iune and Iuly, nothing inferior to our vntemperate winter; a sudden alteration, and especially in a place or Parallele, where the Pole is not eleeate aboue 61. degrees; at which height other Countreys more to the North, yea vnto 70. degrees, shew themselues more temperate than this doth. All along this coast yce lieth, as a continuall bulwarke, and so defendeth the Country, that those that would land there, incur great danger. Our Generall 3. days together attempted with the ship boate to haue gone on shoare, which for that without great danger he could not accomplish, he deferred it vntil a more convenient time. All along the coast lie very high mountains couered with snow except in such places, where through the steepeenes of the mountains of force it must needs fall. Foure days coasting along this land, we found no signe of habitation. Little birds, which we judged to have lost the shoare, by reason of thicke fogges which that Country is much subiect vnto, came flying into our ships, which causeth us to suppose, that the Country is both more tollerable, and also habitable within, than the outward shoare maketh shew or signification.



MAP SHOWING FROBISHER'S DISCOVERIES.

"From hence we departed the eight of Iuly; and the 16. of the same, we came with the making of land, which land our Generall the yeere before had named the Queenes foreland, being an Island as we iudge, lying neere the supposed continent with America; and on the other side, opposite to the same, one other Island called Halles Isle, after the name of the Master of the ship, neere adiacent to the firm land, supposed Continent with Asia," (p. 57.)¹

In Rundall * we find it stated that "Frobisher now left to himself, altered his course, and stood to the S.W.; and, seventeen days afterwards, other land, judged to be LABRADOR, was sighted in latitude 62° 2' N." (p. 11). In this latitude, however, lies Meta Incognita.

"The great cape seen [by John Davis] on the 31st was designated, it is stated, WARWICK'S FORELAND; and the southern promontory, across the gulf, CAPE CHIDLEY.² On this Fox observes: "*Davis and he* [Waymouth, a later navigator] *did, I conceive, light* Hudson into his Streights." The modern authority before cited expresses a similar opinion; and there is no reason to doubt the fact.

"From Cape Chidley a southerly course was taken to seek the two vessels that were expected to be at the fishing ground; and on the 10th, in latitude 56° 40', they had a *frisking gale* at west-north-west." On the 12th, in about latitude 54° 32', an island was fallen in with which was named Darcie's Island. Here five deer were seen, and it was hoped some of them might be killed, but on a party landing, the whole herd, after being twice coursed about the island, 'took the sea and swamme towards ilands distant from that three leagues. They swam faster than the boat could be pulled, and so escaped. It was represented that one of them 'was as bigge as a good prety cowe, and very fat, their feet as big as oxe feet.'

"The 13th, in seeking a harbour, the vessel struck on a rock and received a leak: which however, was mended the following day, in latitude 54°, 'in a storm not very outrageous at noone.' On the 15th, in latitude 52° 40', being disappointed in their expectations of finding the *Elizabeth* and *Sunshine*, or of finding any token of those vessels having been in the vicinity, and there being but little wood, with only half a hogshead of fresh water on board, it was determined to shape the course homeward for England. This was accordingly done, and they arrived on the 15th of September in Dartmouth, 'giving thanks to God' for their safe arrival." p. 49.

¹ "The second voyage of Master Martin Frobisher, 1577, written by Master Dionise Settle. Hakluyt, vol. III., New Edition, London, 1810."

* Narratives of Voyages towards the North-west in search of a passage to Cathay and India. 1496-1631. By Thomas Rundall, Esq., London, Hakluyt Society, 1849. 8°, pp. 259.

² "The worshippfull M. John Chidley, of Chidley, in the countie of Deuon, esquire," was apparently chief promoter of an expedition which sailed Anno 1589, for "the Province of Arauco on the coast of Chili, by the streight of Magellan." Of this expedition M. Chidley was also the General. Hakluyt. iv. 357.

But it is to Davis, after whom Davis Strait was named, that we owe the most exact knowledge of the Labrador coast, until modern times. The following extracts contain all that we can find regarding his exploration of the Labrador coast.

Davis, in the *Moonshine*, left Greenland in latitude $66^{\circ} 33'$ Aug. 1st, 1586. "She crossed the strait in nearly a due westerly direction. The 14th of August she was near Cape Walsingham, in latitude $66^{\circ} 19'$, on the American side. It was too late for anything more than a summary search along the coast. The rest of the month, and the first days of September, were spent in that search. Besides the already known openings, namely, Cumberland Strait, Frobisher's Strait, and Hudson's Strait, two more openings were found, *Davis' Inlet* in 56° , and *Ivuktoke Inlet* in $54^{\circ} 30'$. Davis' men had to cross the Atlantic in his miserable craft, and he performed the voyage through the equinoctial gales in little more than three weeks. He reached England again in the beginning of October, 1586." (Henry Hudson, cxv.)

Davis was followed by Waymouth in 1602. According to Rundall :

"From the 5th to the 14th of July, the navigator appears to have been ranging along the coast of Labrador, where, on the 10th, variation $22^{\circ} 10'$ W., he saw many islands. On the 15th he was in latitude $55^{\circ} 31'$, variation $17^{\circ} 15'$ W.; and the day following saw 'a very pleasant low land, all islands,' in latitude N. 55° , variation $18^{\circ} 12'$ W. On the 17th he entered, and sailed up, an inlet for thirty leagues, in sanguine hope of having found the desired passage; but he was doomed to disappointment. In this inlet, which has been identified with Sleeper's Bay on Davis' Inlet, Waymouth encountered his last peril, and escaped in safety. The fly-boats were assailed by a furious storm, which terminated in a whirlwind of extreme violence, that rendered them, for a while, completely unmanageable; and though very strongly built, they took in so much water, for want of spar decks, that they narrowly escaped being swamped. As soon as the weather cleared up, the course was shaped for England." p. 68.

The Labrador coast was next seen by Master John Knight, who sailed April 18, 1606, from Gravesend in the *Hopewell*.

"After a most tedious and uninteresting passage, the vessel arrived off some broken land, in latitude $56^{\circ} 25'$ N.: much ice driving to the southward. The wind was fresh and the commander made fast to a piece of ice; but falling calm, he endeavored to row in between the masses. This was an unfortunate attempt. The

weather became thick and foggy, and a furious storm arose on June 14: they were driven about in the ice. Lost sight of land till the 19th, when it is described as being seen again, rising like eight islands in latitude $56^{\circ} 48' N.$, variation $25^{\circ} W.$ The vessel was then taken into a cove, and made fast by hawsers laid out on shore. On June 26th. Capt. Knight, his mate and three hands set out, well armed, to explore a large island. They disappeared, having probably been killed by the natives.

"On the night of the 29th, 'they were attacked by savages, who set on them furiously with bows and arrows; and at one time succeeded in obtaining possession of the shallop. However, the eight mariners, with a fierce dog, showed a resolute front, and the assailants, upward of fifty in number, were finally driven off. The savages are represented to have been 'very little people, tawny colored, thin or no beards, and flat-nosed.' They are also described as being 'man-eaters;' but for this imputation there appears to be no warrant, except in the imagination of the parties on whom the attack was made."

On the 4th of July, the vessel was in great danger of foundering, the craft leaking badly.

"Shaping their course towards Newfoundland, with a strong current in their favour, they made Fogo on the 23d of July. At that place they were most hospitably entertained. Having refitted, they left on the 22d of August full of grateful feelings towards their generous friends; and arrived at Dartmouth on the 24th of December." pp. 75, 76.

In 1610 Henry Hudson discovered the Strait which bears his name, his discoveries being recorded in the accompanying map, copied from the volume on Henry Hudson, published by the Hakluyt Society.

In the narrative of the Voyage of *Sir Thomas Button* (1612-13) we find the following reference to Cape Chidley.

On this part of the voyage, the following remarks are reported, by Fox, to have been made by *Abacuk Prickett*. "He saith, they came not through the maine channell of *Fretum Hudson*, nor thorow *Lumley's Inlet*; but through into the *Mare Hyperborum* betwixt those Ilands first discovered and named Chidley's Cape by Captain Davis, and the North part of *America*, called by the Spaniards, who never saw the same, *Cape Labrador*, but it is meet by the N. E. point of *America*, where was contention among them, some maintaining (against others) that them Ilands were the *Resolution*," etc. p. 89.

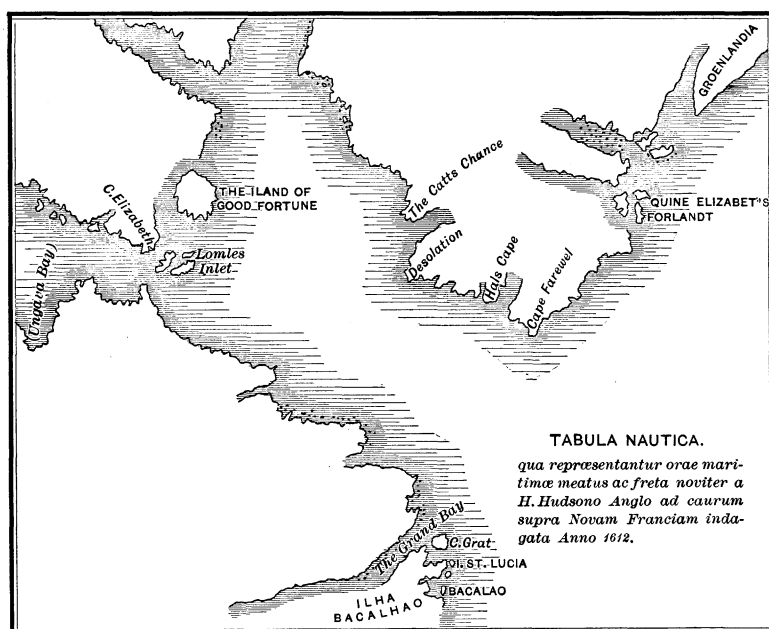
Captain Gibbons in 1614, appears to have been detained for some months on the Labrador coast.

Of the result of the voyage, all that is known, says Asher, is thus laconically communicated by Master Fox: "Little," he says, "is to be writ to any pur-

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pose, for that hee was put by the mouth of *Fretum Hudson*, and with the ice driven into a bay called by his company GIBBONS HIS HOLE, in latitude about 57° upon the N. E. part of *Stinenia*, where he laid twenty weeks fast amongst the ice, in danger to have been spoyled, or never to have got away, so as the time being lost, hee was inforced to returne." The bay in which Gibbons was caught, is supposed to have been that now called NAIN, on the coast of Labrador. p. 95. (*Arctic Voyages* p. 205.)

VI.



MAP OF HENRY HUDSON'S DISCOVERIES—HAKLUYT SOCIETY.

A summary mention of the early voyages we also find in the records of the Hakluyt Society:

"*Hudson's Strait* had been discovered by Sebastian Cabot in 1498. The Portuguese had sailed through it and had become acquainted with part of Hudson's Bay between 1558 and 1569. In 1577 Frobisher had by chance entered the strait. In 1602 Weymouth had sailed nearly a hundred leagues into it, from Hatton's Headland to the neighborhood of Hope's Advance Bay.

"The whole *east coast of North America* from 38° north to the mouth of Hudson's Strait, had been surveyed by Sebastian Cabot in 1498, and part of it before,

in 1497, by his father and him. Others had rediscovered various parts. Thus the east of Newfoundland had been explored by Cortereal in 1501; the south coast, by some fishers from Normandy and Brittany in 1504 and 1508. The mouth of the St. Lawrence had also been visited by Cortereal and by these French mariners. The river, nearly up to the lakes, and all the surrounding country, had been thoroughly explored by Jacques Cartier in 1534 and 1535, and afterwards by Roberval and Cartier.

"The *Sandbanks near the mouth of the St. Lawrence*, and the fishing stations along the Newfoundland coast, were frequented by the English, Portuguese, French, and Spaniards." H. Hudson, Hakluyt Soc. cxliv.

After Henry Hudson's voyage, no further explorations were made of the Labrador coast, so far as we can ascertain, until the time of rear-Admiral Bayfield, of the British Navy, who, during the years 1815 to 1827, surveyed and mapped this coast as well as the Gulf of St. Lawrence and Newfoundland. His researches are embodied in the English Admiralty charts, from which the maps of the Labrador peninsula in use up to about 1880 are copied. Of the advances lately made by British and Moravian surveys mention has previously been made.

To most readers the Labrador coast is still a *Meta Incognita*, an *Ultima Thule*, a land of mystery, shrouded by fog and gloom. The ordinary knowledge of it is as vague and indefinite as in the times of Cabot. The period when accurate charts of this intricate coast with its tens of thousands of islands, skiers and ledges will be made, seems far distant. Local pilots and fishermen from Newfoundland, Nova Scotia, and at times from the United States, with an occasional Newfoundland or Canadian steamer ply over regularly beaten routes, but owing to the lack of commercial interest in these barren, almost deserted shores, the coast will for years still remain well nigh beyond the pale of modern interests and thoughts.

In time the Indian and Eskimo will be a people dead and forgotten. The Moravian settlements will be abandoned. Already, owing to the decrease in the cod fishery, famine and want are slowly but surely reducing by removal and death the numbers of the lingering white population, and the coast will be still more desolate and lonely than now.

And yet this coast stands like a protecting, guardian wall between the frozen north, and the more temperate, inhabitable regions south and west. Its unexplored bays and rivers will always remain full of interest to our adventurous yachtsmen, as well as to the naturalist and traveller.